

AUTO DEALERS TO AID THE ARMY IN GETTING DRIVERS

The war service committee, representing the National Automobile Dealers' Association, at a meeting held in Chicago recently, made important recommendations to A. W. Shaw, chairman of the Commercial Economy Board.

After investigating the situation, it was the opinion of the committee that their best service to the Government would be in assisting in raising mechanics and automobile drivers, and that to accomplish this it was necessary to rearrange some of the practices now prevalent in

the conducting of the retail automobile business.

F. W. A. Vesper, president of the National Automobile Dealers' Association and chairman of the war service committee, conferred with Mr. Shaw on Tuesday, and arranged that the national association should further this work; and steps will be taken to this end immediately. Recommendations made will receive wide circulation and will be sent to all of the affiliated associations in all of the cities where dealer organizations now exist, and in those places where no associations are already organized, such will be formed to take over the work.

In discussing the matter Mr. Vesper said that automobile dealers generally were extremely interested in this movement, and already declared their willingness to co-operate with the committee to the fullest possible extent.

Meetings will be held in all of the principal cities, and the proposition will be presented to the bodies before any immediate action will be taken.

The recommendations deal with unnecessary service, Sunday work, night service, education of mechanics, establishing of cash basis, education of users, elimination of waste, and reduction in demonstration expense.

TROUBLES IN AUTO ENGINES YIELD TO WOMAN MECHANICS

The war has forced upon women many strange occupations and they have risen nobly to the occasion; they are becoming independent of male assistance in fields hitherto considered purely masculine.

Until recently the average woman gazed with a feeling akin to awe, when the lifted hood of an automobile showed the working engine; the whole thing was a mystery too deep for her to fathom.

If she drove a car she knew that if she pushed this, or pulled that, the car did something, but why or how, that was a masculine proposition. But times have changed, hundreds of women, many of high social prominence, are capable automobile mechanics as far as relates to minor repairs and adjustments.

Knocking (viz. mechanical) is as easy of explanation as "pull one and plain two" of knitting; proper mixture means something; worth knowing; "differentials" are not alone connected with railroads but are much more simple than they sound. A puncture is no longer a calamity, but an opportunity. The hood and why of a hood's interior are like an open book, and there are few things connected with automobile troubles that the trained woman autoist of today cannot solve and remedy.

A representative of this paper visited the National Automobile College at Ninth and O streets north-west last week to see at first hand how the female of the species tackles "spark troubles" when they occur in the machinery and not the car. Mr. Wernicke, the superintendent of the college, piloted him through the busy work shops, where women, clad in blue jumpers, were on top, under and nearly inside of various makes of cars. One lady, whose name is well known in Washington society, was busily engaged in grinding a set of valves and doing it right, according to Mr. Wernicke.

On the curb outside two young ladies were in earnest consultation over a seven-passenger Buick—starting and stopping it, watching and listening to the action of the engine. At last one convincingly declared it was either "a short to four" or else the commutator needed adjustment. "Let's get at it." At it they got and the "short to four" was located and quickly and properly insulated, and they drove off with an air of superiority beautiful to behold.

The advantage of a thorough knowledge of the mechanism of an automobile to a woman who drives her own machine is invaluable. That a woman can grasp the essential principles of the heretofore mysterious workings of a high-powered car is no longer a query but a fact, and they enjoy it, too.

They learn how to economize in gas and oil and many other ways. Woe to the repair man who attempts to overcharge one of them for work done or find faults that do not exist because his customer is a woman; he would, no doubt, be told that his gas is of poor quality and his talk is not biting on all cylinders.

FORST BROS. PROUD OF TRUCK SERVICE OFFERED PATRONS

"In offering to the owners of 'Little Giant' trucks the use at all times of their service station, carrying one of the largest and most complete stocks of parts of any truck service station east of the Mississippi river, Forst Bros., Inc., of 1315 New York avenue, laid the foundation for the full measure of successful and practical operation of the 'Little Giant' trucks," said a member of the firm.

"Realizing, after careful study, that because every truck in its particular price class had its individual features, there could be but slight advantage offered in the original choice of one or another manufacturer's trucks these men, trained in a field of practical endeavor, made a progressive move."

Typical of the American business man of today, who hardly makes his moves without full knowledge of the facts before him, Arthur Irving Forst, who has charge of the service department, studied conditions of the auto truck field and gathered for future application the full knowledge and meaning of service.

"Service," says young Forst, "means 'duty performed.'"

And now at their service station, located at 471-73 Missouri avenue, Forst Bros., Inc., are giving the same in service to the owners of "Little Giant" trucks, under the personal supervision of A. L. Forst, who makes it his personal concern to see that a plentiful supply of all parts is maintained at all times. Furthermore, he considers it his duty to see that service—"duty performed"—is always furnished to the entire satisfaction of all "Little Giant" truck owners.

250 WAR WORKERS OF FLEET'S STAFF GO FROM CAPITAL

Washington's wartime population was decreased by 250 persons today. The first contingent of the United States shipping board's Emergency Fleet Corporation forces took leave of their Washington friends this morning and departed for Philadelphia, where permanent headquarters have been established. Approximately 2,000 Federal employees will be in the exodus to Philadelphia.

All night army trucks were being loaded with office equipment for transportation to the Quaker City. Early this morning a caravan of trucks operated by the quartermaster corps' enlisted men left the Capital, laden with furniture. The trip will consume fourteen hours.

Four railway coaches were attached to the 11 o'clock Philadelphia express this morning to take 250 employees of the Emergency Fleet Corporation to their new homes. Others will follow later in the day and Sunday. The movement of employees depends entirely on the transportation of office supplies.

The transportation and housing personnel have been in Philadelphia for several weeks, paving the way for the newcomers. The train which left the Washington terminal at 11 o'clock this morning is scheduled to arrive in the Pennsylvania metropolis at 2:30 o'clock. Similar arrangements for the transportation of the personnel have been planned for the next few days.

Few pieces of office furniture were carried because of the expense.

President Is Held Up On Way to Golf Game By Broken-Down Truck

President and Mrs. Wilson came near foregoing their game of golf yesterday afternoon, when their automobile was held up for some time by an accident to a truck loaded with lumber.

The truck sought to move to the side of the highway, to permit the President's car to pass. As it did so, one wheel slipped in a rut, and the timbers fell into the roadway.

The President and Mrs. Wilson got out of their car and watched the reloading of the lumber. The President laughingly commended the men for their quick work in clearing the road and continued to the golf course for his delayed game.

The desks used here will be turned over to other Government departments in need of equipment. New furniture for the Philadelphia offices has been purchased. Only the records and files will be transferred.

Homes Are Commandeered.

The housing committee commandeered many homes in Philadelphia. Quarters will be provided for the employees as they report for duty. The departure of these workers from Washington will relieve the congestion here to some extent.

The office of the director general of the emergency fleet was transferred during the night. Effects of the vice presidents, with their respective sections follow in this order: Executive and administrative divisions, division of shipyard plants, division of steel ship construction, contract division, legal division, auditing division, transportation division, division of wood ship construction, industrial relations group, production division and purchasing division.

BRITISH ENVOY SEES HOG ISLAND PLANT

Chairman Edward M. Hurley, of the Shipping Board, escorted a distinguished party to Philadelphia today to inspect the Hog Island shipyard.

The guest of honor was the Earl of Reading, British High Commissioner here.

The British have shown so great an interest in the shipbuilding activities in this country that Chairman Hurley invited Great Britain's chief representative and members of his staff to the world's greatest ship fabricating plant.

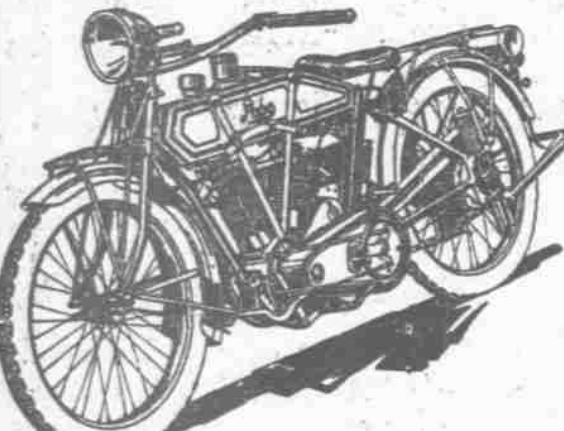
Band Concert

THIS AFTERNOON AT THE SHIPYARD AT 5 O'CLOCK, BY THE U. S. MARINE BAND.

WILLIAM H. SANTELMANN, Leader.

March, "The Marines".....Santelmann
Overture, "Olympic".....Lapine
Andante and Rondo Capriccioso.....Walter
Euphonium solo "From the House of the Mighty Parth".....Clarke
Musical Peter Pan.....Clarke
Waltz, "The Bachelors".....Santelmann
Serenade, "Spring Morning".....Lapine
Suite, "L'Artiste".....Clarke
(a) Prelude. (b) Minuetto. (c) Adagio. (d) Carrillon.
"The Star-Spangled Banner."

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UNUSUAL PROPOSITION—List \$200.00. This week we will sell these machines 10% off for cash. Immediate delivery; no waiting; call and see the machine today. Bicycles—Tribune, Clipper, and R. S. A. Racing Bicycles in stock (none better). Lowest Prices. Special cut prices on tires, motorcycles, bicycles, automobiles, and baby carriage tires put on and repaired. Supplies and repairing. Brazing, welding, channeled, vulcanizing, soldering, aluminum work.

Special Clearance Sale
of Every
Second-Hand Motorcycle and Bicycle
We Have on Hand
Some With Side Cars.
Motorcycles, \$25 Up—Bicycles, \$10 Up
These machines are all in tip-top shape, and include all of the popular makes. They must be sold at once and will be closed out at **SACRIFICE PRICES.**

MUNGER BROS.
719 North Capitol Street
Near Union Station and Post Office
Open Sundays Phone Main 1099

MR. FORD OWNER:
Here's a conversation that will interest you:
"Bill, I don't see your old Ford around anymore. Where is it?"
"Stored away."
"Stored away?"
"Sure, it got too old and shoddy looking for pleasure and there was nothing else to do with it."
"Do with it? Why, Great Scott, man, why don't you put a 'Haydee' extension on it and make a regular truck?"
"What's a 'Haydee' extension?"
"Why, the simplest thing in the world! Only \$65 put on! It will convert your Ford into a truck and make it do the work of two. You're missing the chance of a lifetime, and the use of the old Ford."
"That's news to me. Sounds like the real thing."
"It surely is. Better get right in touch with
CLAYTON GRAFF
—He puts them on in D. C., Maryland and Virginia."
"What's his address?"
1341 W St. N. W.
"Many thanks, Old Man, I'll do it today."
Phone North 2360.

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A MONARCH in quality—a democrat in service. Note the triangle bars of unequal road sticking quality. Ajax patented Shoulders of Strength mean added miles—because of **More Tread on the Road**

HARTIG TIRE AND RUBBER CO., Distributors
1612 14th St. N. W. Phone North 751.

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GUARANTEED IN WRITING 5000 MILES

"While Others are Claiming Quality, We are Guaranteeing It"

COMMENCEMENT CELEBRATED AT NAVAL ACADEMY

ANNAPOLIS, Md., June 1—"June week" opened at the Naval Academy this morning with the cessation of drills, studies, and practical exercises, the arrival of hundreds of friends and relatives of midshipmen and the beginning of the informal social events which will take the place this year of the larger affairs. Tomorrow morning Chaplain Sydney K. Evans will preach the Baccalaureate sermon. Competitive drills in infantry and artillery will take place Monday.

It has been announced that Malcolm F. Schoof, of Scranton, Pa., will take first scholastic honors, and he has also won the class of 1917 award for the best work in ordnance. Harold M. Martin, of Cairo, Ill., has been declared the best athlete of the class, and Floyd S. Crowley, of Norfolk, Va., is the midshipman commander of the regiment, the highest military rank among the midshipmen.

ASKS DISSOLUTION OF "KNIGHTS OF INDUSTRY"

District Attorney Laskey for the Government today filed suit against the Knights of Industry, a fraternal beneficial association, asking the court to order its dissolution and to wind up its affairs because the concern is "hopelessly insolvent and public interest requires its immediate dissolution."

Laskey says the Knights were incorporated in the District in September, 1913, as Knights of Agriculture. The name later was changed.

The district attorney says that the officers of the association are convinced that its revenues are insufficient to meet its obligations and that the society should be dissolved. The assets of the concern are said to consist of a promissory note of \$500 and \$200 in cash on deposit in a bank. Samuel H. Styles is said to be the president, and he received notice to show cause why the company should not be dissolved.

PASSENGER RATE RAISE DRAWS BUT ONE PROTEST

One lone protest against the increased passenger rates to go into effect June 15 has been received by the Railway Administration, it was announced today. This was from a Long Island commuter, who waxed bitter over the 10 per cent increase he will be forced to pay for his monthly ticket to New York. His name was not divulged.

If in doubt as to how you can serve, pay your income tax today.



For the "Three-Shift" Program

FOR these times of "24 hours a day" business, when many trucks must stay on the job continually, truck owners should specify Firestone Giant Tires. They enable the heaviest trucks to handle the work in a way that's worthy of this great emergency.

These tires have mastered the roads to heretofore inaccessible places. Over mountain pass, desert sand, forest trail, they bring ore, coal, oil, timber, feeding the needs of industry from new sources with a new degree of speed, dependableness and economy.

The higher degree of traction furnished by this vast bulk of active rubber with the grooved tread carries trucks through mud, oily streets, or the snow-drifts of winter without skid or spin of wheels.

Firestone Giant Truck Tires

keep all of the rubber under all of the load all of the time, saving the truck. Every strain and jar is distributed and absorbed by all the rubber, hence less internal heat and longer mileage from tires. The added traction and resiliency afford another saving in less gasoline.

This is the tire you need for your heavy hauling. Made in sizes from 8 in. to 14 in. in width. Every other trucking need is equally well provided for in the Firestone line, a tire for every load, road and condition of service. Call in a Firestone man for consultation.

FIRESTONE TIRE AND RUBBER COMPANY
824 14th Street N. W., Washington, D. C.
Home Office and Factory: Akron, Ohio Branches and Dealers Everywhere

Reproduction of photograph of truck owned by Fred Johnson, Portland, Ore.